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To consider and take action upon all general questions relating to the navigation and carrying business of the Great Lakes, maintain necessary shipping offices and in general to protect the common interest of Lake Carriers, and improve the character of the service rendered to the public.

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ALIEN LABOR LAWS.

A sweeping alien labor law clause was added to the crown timber regulations at last week's meeting of the Ontario cabinet. It enacted that no timber license or holder of a permit engaged in lumbering on crown lands, or agent of such persons, shall employ, engage or permit to be employed or engaged in any capacity in such lumbering operations, including towing in Canadian water, any person who is not a resident of or domiciled in Canada.

An exception is made in favor of the agent or manager in charge of the entire work carried on by any person, firm or company. The head bookkeeper or accountant under such agent or manager and one estimator or explorer for each operation, unless under special permission of the commissioner of crown lands. Disregard of this will be punished by a suspension and holding in abeyance of the license or permit until issued by order in council, upon such terms and conditions as the lieutenant-governor in council may impose.

All timber and sawlogs cut on the territory included in the license or permit shall be regarded as cut in trespass and shall be subject to seizure and the penalties laid down for trespass. Tugs used in towing logs and timber when registered in the United States may employ American captain, engineer or fireman. All supplies, such as horses, cattle, sleighs provisions tools and appliances must be bought in Canada unless under special permission of the commissioner of crown lands. Disobeyance of the regulation relating to supplies shall also be punishable by suspension or placing in obeyance of the license or permit.

While thees restrictions are annoying, they will not greatly interfere with the cutting of logs in the Georgian Bay country by American operators. All these firms have their outfits now in Canada, and the purchase of supplies is a minor matter. Most of the work in the camps has been done by Canadians anyway, or by American's residing in Canada.

CHANGE OF STATION.

Lieutenant Charles S. Ripley, U. S. navy, who has been in charge of the branch hydropraghic office at Chicago for the past two years, has been detached and ordered to report for duty on board the U. S. S. Marblehead, at New York city, on the 21st instant. Lieutenant Simon Cook, U. S. navy, has been detached from the U. S. S. Puritan, and ordered to assume charge of the office on the 23rd of October. In the meantime, W. J. Wilson, assistant, will be in charge.

PETROLEUM FOR FUEL FOR THE UNITED STATES NAVY.

A recent dispatch from Washinbton, D. C., states that the Secretary of the Navy has ordered Lieut. Nathan Sargent to proceed at once to the oil fields of Pennsylvania, where he will make a careful investigation of the various grades of petroleum produced in that region, with a view to its use as fuel for marine engines. Upon the conclusion of this work he will report to the authorities in charge of the Newport torpedo station, and plans will be drawn for an oil engine which will be placed in one of the new torpedo boats now being built by the Herreshoffs. This will be the first attempt to use petroleum as fuel for the torpedo fleet, but from the success that has been attained for this motive force in swift steam launches owned by private parties, both here and abroad, the Navy Department looks very favorably on the experiment. Some of the advantages expected from the new fuel are economy of machine space and consequently greater fuel-carrying capacity and economy in the cost of fuel and the ability to develop extremely high steam pressure under forced draught. The plans for the new engine are not yet laid and will depend largely on the report of the various grades of petroleum at command.

It is possible that this innovation in fuel will be combined with the use of the steam turbine engine, whose success in the English torpedo boat Turbina has marked a decided epoch in the development of these fleet-footed destroyers abroad.

WIRELESS TELEGRAPHY.

Expriments as to what can be done by wireless telegraphy have been carried on by the naval authorities of Italy, in which it was demonstrated that clear telegrams could be transmitted for a distance of twelve miles. The apparatus is thus described by Industries and Iron. A vertical copper wire was secured to the mast of an ironclad some ninety feet high, one end of which was atteched to a receiver on board and the other end free. A mast of like height was erected ashore and a transmitter attached to its vertical wire. Two weeks were spent in taking observations and it was demonstrated that the instruments could be securely placed deep down in the hull of the ship—messages being perfectly intelligible by the receiving instrument in a cabin eight feet under water, notwithstanding its surroundings of massive iron. There seems to be but little question that wireless telegraphy for purposes of signalling and the transmission of messages for short distances will yet come into general use, and may possibly revolutionize into much more exteneded and important service.

MORE SHIPBUILDING CONTRACTS.

Hardly had it been announced that the Cleveland Ship Building Co. had contracted to build a steamer 450 feet over all than another contract for a steamer 426 feet over all was placed with that firm. The former vessel is for the Wolvin syndicate and the latter is to be built to the order of the Cleveland Cliffs Iron Co.

The largest boat is to be almost a duplicate of the Empire City only that she will be 24 feet longer, which will give her another hatchway, 2 feet more beam, and 6 inches deeper than the last splendid craft launched from the yards of the same builders. It has not yet been decided what class of boilers the new steamer is to have.

The new steamer for the Cleveland-Cliffs Iron Co. is to be ready for business next May, her general dimensions will be 426 feet over all, 406 feet keel, 50 feet beam, and 28 feet molded depth. While having the same length this will give her 2 feet more beam than the Empire City, otherwise she will be much like that craft. She is, however, to have a much better finish, as it is intended to fit up some passenger accommodation, and the specifications call for rather more elaborate fittings than it has been customary to give cargo steamers. Like the 450-foot boat it has not yet been decided what type of boilers will go in her, but the engines are to be quadruple expansion, the size of which has not yet been determined on.

The Cleveland and Buffalo Line will build a large side-wheel steamer, as, at a stockholders meeting, held in Cleveland on Monday, the board of directors were authorized to get out specifications for a new boat to be larger than the last addition to their fleet. As the Detroit Dry Dock Co. has built all of this Company's boats, the contract will likely be placed in the hands of that firm. The recent talk regarding a line of car ferry boats between Sandusky and Detroit has resulted in the formation of joint interests and according to a Sandusky special, the work of preparing docks and landings for the Sandusky, Detroit & Windsor car ferry line has been commenced. The ferries will probably be built by the Detroit Dry Dock Company. Each will be 350 feet long, with four tracks and a capacity for twenty-eight loaded cars. They will cost $70,000 each, and be ready for navigation by the opening of navigation next spring.

The Globe Iron Works Co. will submit a bid for the construction of another revenue cutter in addition to the two that they are already building, and, as there are inquiries for new tonnage, it is quite probable that the Globe will also build one or more cargo steamers this winter.

VESSELS CLASSED.

The American Shipmasters' Association, New York, has classed the following vessels this week in the "Record of American and Foreign Shipping": Three-masted schooners Celina and Maud Snare; screw steeamer, Empire City; barge, Kalima; British bark, Annie Bingay, and three-masted topsail schooner, Nelly.

THE WAY TO THE KLONDIKE.

The bureau of information of the Seattle Chamber of Commerce writes the Marine Record as follows:

"Doubtless you have received and will receive many inquiries as to Routes of Transportation from, and cost and character of outfitting in Seattle for the Alaskan Gold Fields; for which this is the Port of Departure. All such inquiries may, if you choose, be referred to the undersigned, who will on behalf of this body answer all such inquiries without any charge.—E. BRAINERD, Secretary."

NEWS AROUND THE LAKES.

CHICAGO.

Special Correspondence to the Marine Record.

Capt. John Prindiville chartered the steamer Quito for oats to Buffalo at 1½ cents.

At the Chicago Shipbuilding Co.'s shipyard the steamer Louisiana was in dock for some bottom calking.

The schooner yacht, Crusader, and fin-keel sloop yacht, Vanenna, have gone to South Chicago to lay up.

The steel steam yacht, Pathfinder, went up the north branch of the Chicago river Monday morning to be put into winter quarters at Fullerton avenue bridge.

J. A. Calbick & Co. chartered the steamer W. P. Ketcham for wheat to Kingston at 3½ cents, and consort Geo. B. Owen for wheat to Fairport at 2c.

J. J. Rardon & Co. chartered the steamer Hesper for rye to Fairport at 1¾ cents; Pasadena for oats to Fairport at 1½ cents; and Chisholm for corn to Buffalo at 1¾ cents.

The steamer, Byron Whittaker, was delayed two hours Monday morning on La Salle street tunnel when going up the river with a cargo of coal. The I. Y. L. tug, Wm. Dickinson, released her.

At the Tug Lines floating dry-dock the tug Success was on to have a leak stopped; tug Welcome for repairs to stern bearing and some calking; the tug A. B. Ward and steeamer A. B. Taylor to have leaks stopped.

H. W. Cook & Co. chartered the steamer New Orleans for clipped oats to Buffalo at 1⅜; the schooners H. C. Winslow, Surprise, and Iver Lawson for lumber; Mariette to Chicago at $1.25; schooner America for lumber: Manistique to Chicago at $1.12½.

The steamer Kittie M. Forbes was in dock and received four new bottom planks, had her bottom searched and butts calked. The steamer Lorain L. received repairs to damage caused by collision with the steamer George T. Hope, which comprised nine new stanchions, some new main and upper rail, bulwarks and covering board and repairs to upper deck. The barge, S. M. Stevenson, was in dock and received new plank on bottom, butts calked and bottom searched. Steamer Sanilac was in to have a leak stopped. The steamer Albert Soper to have her wheel refastened and some new stringers forward and repairs to chain plates.

The small schooner, Mary E. Dykes, Capt. Ed. Dykes, loaded with shingle bolts, became waterlogged about eight miles northeast of Chicago harbor early Tuesday morning. Capt. Frank Fountain and the crew of the Life-Saving Station went to her assistance and one of the Dunham Co.'s tugs towed her into port at 10 a. m. The Dykes hails from Grand Haven. She was built by Capt. E. Dykes at Eastmanville, Mich., and launched in 1896. Capt. Dykes is one of the ancient mariners of the seas and lakes and has had many ups and downs in life. Marine men here express much sympathy with him and sincerely hope he will get out of this trouble without being entirely stranded.

The steamer, J. J. McWilliams, which loaded 170,000 bushels of corn at Armours' E. elevator Saturday, met with considerable delay going down the river. She left the elevator about 6 o'clock Saturday evening, and got down to The O. S. Richardson Fueling Co.'s coal dock at the mouth of the river to coal up before leaving port. About 2 o'clock Sunday afternoon she experienced no end of groundings. First she got stuck at the W. C. R. R. bridge, then at Taylors street, Polk street, and Harrison street, then on Washington street and La Salle street tunnels. The steamer was drawing 17 ft. 3 inches forward and about 17 ft. aft. The water was low in the river.

Masters of steamers which go thorugh the Welland Canal say that the new regulation recently put in force compelling them not to use the steamer's engine after starting to enter the lock is simply absurd, as, if there is ever so little wind blowing, it is almost impossible to canal the steamer. Many of the steamers are supplied with steel cables and compressors for snubbing, and if the engine could be backed it would not be necessary to tie up outside the lock when a little breeze is blowing. Such delays these dull times are both hard upon owners and entirely unnecessary. Masters further say that some of the men employed at the locks are very inexperienced, also that they are abusive, and that their chief pleasure seeems to be to make trouble with the officers of the steamers and cause them to be fined.

BUFFALO.

Special Correspondence to the Marine Record.

The steam yacht Glance sunk through collision with an excursion boat at the mouth of the harbor was raised again all right on Wednesday.

Two well known steamers got into trouble this week on Lake Ontario and will require considerable dry-dock work on account of their stranding.

The steamer J. J. Hill, which was ashore at the Narrows, near Brockville, while not damaging her cargo, which was discharged at Prescott, it was found that her hull is in bad shape. She will go in the Government dry-dock at Kingston for repairs.

The Great Northern Elevator Co., of Buffalo, has been incorporated with a capital stock of $1,000,000, divided into 5,000 shares. The company is formed to deal in, elevate and store grain for itself and others and to build and manage elevators and warehouses. The directors and subscribers to the capital stock are: Henry W. Cannon and Frederick W. Bobbett, of New York city, each 1,000 shares, and W. C. Farrington of Buffalo, 3,000 shares.

The steeamer Inter-Ocean was released from Dutch Point Shoal near Cape Vincent. After going into dry-dock it was found that she had sustained damages to her hull amounting to $1,000. Thirty feet of her keel and the garboard strakes on both sides will have to be taken out and her shoe removed and welded. The rudder is also badly twisted. The grounding was due to defective compasses.

The Buffalo Forge Co. is now one of our leading marine industries at this port. One of the latest contracts which this firm has closed is to equip one of the Pennsylvania R. R. Co.'s ferry boats with not only forced draft but the heating apparatus as well for the entire boat, which adds one more to the already long list of craft using the Buffalo fan system of heating and ventilating. The new ferry boat is being built at the yards of the Chas. Hillman Ship and Engine Building Co., Philadelphia.

On Tuesday afternoon the excursion steamer Gazelle of the Crystal Beach line ran down the steam yacht Glance at the mouth of the river. The yacht went to the bottom, and one man lost his life in the accident, three others having narrow escapes. The Glance has for some time past been used by Maj. Thomas W. Symons of the Corps of Engineers of the United States Army on his trips to inspect the work on the new breakwater. The disaster occurred as both vessels were going up the river. The Glance was a few feet in advance, and before her crew could realize what was about to happen the steamer struck her a powerful blow under the port fender, causing her to turn over. Maj. Symons and the other three occupants of the Glance were thrown into the water, and August Dillard, the engineer, was drowned. Maj. Symons was rescued by life savers. Capt. George Moon, Jr., who owns the Glance, and the assistant engineer, F. Quentis, were the others on the yacht, and they were rescued by the crew of the Gazelle. Dillard, it is thought, was stunned in the collision, for he sank immediately, though the body was recovered by the life savers five minutes after the accident.

DETROIT.

Special Correspondence to the Marine Record.

The purchase price of the steamer State of Michigan was about $10,000.

Steamer Miami has been chartered for lumber from Black River to Detroit and Cleveland.

Mr. C. M. Garvey of Sarnia, secretary of the Westcott wrecking company of that port, died suddenly at his home on Tuesday.

Coal rates have remained the same all week with rather light shipments. It is expected that with a rush of coal, freights would go up a notch, but there is nothing of the sort in sight just now.

General Manager Newman of the C. & B. Line was here this week and probably signed the contract for a new boat for his line. It can not be learned positively that such was the case, but from all indications the Detroit Dry Dock Co. will build this large new side wheel steamer.

The Northern Steamship Co. have had a most successful season with their two large passenger steamers North West and North Land, this, the third season, has far eclipsed all previous records and much credit is due to the general passenger agent, Mr. Bortle, for his apparently good work during the traveling season. It is safe to say that the more the boats are known the greater will be the traffic.

Articles incorporating the People's Steamship Line, with general offices in Detroit, were filed Tuesday; capital stock, $50,000, of which 10 per cent is said to have been subscribed. The incorporators are Henry C. Corns, Stephen J. Bowling, Wm. E. Comer, Louis W. Himes, Herbert K. Oakes and T. Joseph Corns, all of Detroit; Gus T. Peters, Columbus, O., and George W. Wright, of Cleveland. They recently purchased the Grummond steamer State of Michigan.

There is some talk now that the owners of the steamers Greyhound and City of Toledo are figuring with the Detroit Dry Dock Co to build a new steamer. She is to be larger and faster than either if these, and if built will be put on the up-river route, pissibly employed chiefly in the hot months carrying excursions to Tashmoo park. That the new boat will be built within the next year seems a certainty, said one of the gentlemen interested. The coming out of a new boat wousd not mean the disrupting of the Star-Cole line. This combination is composed of the steamer City of Toledo, owned by the White Star Line; the Greyhound, owned by the Red Star Line, and the Cole, Idlewild and Arundell, owned by the Cole estate an dothers. The lontract that binds them together was for three years, and two years of this are yet to run.

CLEVELAND.

Special Correspondence to the Marine Record.

The C. & B, steamers will make the last Sunday trip between Cleveland and Buffalo next Sunday.

Mr. Robert Logan has been appointed by the owners, as surveyor, to superintened the construction of the two large steel steeamers which the Cleveland Ship Building Co. will build this winter at their Lorain shipyard.

The steamer Keystone docked in the Cleveland dry dock for new forefoot; she was also searched up and had her butts calked.

Capt. J. J. H. Brown, of Buffalo, attended the meeting af the stockholders of the Cleveland and Buffalo Transit Co., held in this city on Monday.

ItI is stated that the new C. & B. Line steamer will cost $400,000, which by the way is quite a contract for the Detroit Dry Dock Co. to secure.

A supply of the new meterological charts of the lakes is on hand at the office of the weather bureau, and applications from marine men will receive prompt attention. These charts are printed to be distributed.

At the Ship Owners' dry dock the steamer C. B. Lockwood received a thorough calking this week. The oakum was pounded into her all over. On Friday the steamer John Harper docks and will be given whatever is found necessary.

The many friends of Mr. John F. Pankhurst, general manager of the Globe Iron Works Co., will be pleased to learn that his health is greatly improved and the best of hopes are entertained that he will soon be around again with his old time vigor.

There are few men in active service who wear so well as Captain Orville Green, of the steel steamer Griffin. He has had charge of the Griffin ever since she was built, and for the past several years has been most successful with her. The Griffin is well kept up and looks as smooth to-day as when she left the builders' hands.

Mr. A. Osier, lake representative for Messrs. De Graw, Aymar & Co., cordage dealers, New York, was in the city this week on business for his firm. De Graw-Aymar & Co. carry on a large Western trade and as the old established house is well and favorably known, each season increases their patronage along the line of cordage supplies.

A Milwaukee coal cargo paid 30 cents here on Wednesday and the rate will probably go better even than this within a few days. A shipper wishing to place a cargo for Escanaba two weeks ahead was not taken at an offer of 35 cents, an indication, by the way, that coal freights are inclined to stiffen up and reach a decent figure though it is not thought probable that more than 35 cents will be paid to Escanaba by October 15th.

FLOTSAM, JETSAM AND LAGAN.

Chicago lake shipments last week amounted to 124,920 tons.

Captain T. Lemay has taken charge of the steamer John Oades.

The west arm of the new breakwater at Ashtabula was completed Tuesday. Contractor Smith will do no more work there this season.

Lieut. Commander Hawley has closed his recruiting tour on the great lakes. He will recommend a permanent station for naval recruits to be located at Chicago.

The longest crib ever sunk on Lake Erie has just been successfully anchored on the pier repairs at Lorain. The crib is 396 feet in length and was anchored on a dredged bottom.

Fire broke out on the steamer Business at Prescott on Tuesday and destroyed the forward deck and a portion of the wheel house. The boat is owned by J. T. Mathews of Toronto.

At Duluth the Lumber Handlers' Union has notified shippers that after October 1, it will demand an advance in wages from forty to fifty cents an hour, the same as is paid in other ports at the head of the lakes.

A heavy judgment was awarded Bartlett & Co., against Carkin, Stickney & Cram in the common pleas court at Sandusky. The plaintiffs sued to recover $37,000 for the building of a dredge for the defendant, and a jury awarded judgment in the sum of $30,000.

The government is having the entire bar dredged off at the light house at Monroe Piers, to a depth of 12 feet. This will enable the large steamers to land there, and it is expected that next season the steamers of the D. & C. line and the Metropolis will visit that port in addition to the regular Toledo and Monroe boats.

The union coal heavers employed on the Pickand-Mather docks at Marquette struck for an increase of ten cents an hour just as they were ready to unload the Castalia. The company immediately gave them the increase desired. The shovelers in the boat's hold have been paid forty cents and the brake setters twenty cents an hour.

The Toledo Naval Reserve people have secured the steamer Dove, donated by her owners, Messrs. Arthur Klauser, James H. Pheatt, Geo. W. Leibius, E. J. Standart and Capt. Frank Wetmore, and will use her as a club house during the winter. She will be fitted with wires and electric lamps. She will be taken to a convenient wharf so that the members of the Naval Reserve can have drill and practice all winter.

The wrecking steamer H. A. Root, which has been working all summer with a diving bell on the wreck of the steamer Pewabic, arrived at Milwaukee on Wednesday. On board was a large amount of copper, taken from the wreck. One mass weighs 11,200 pounds and is worth $1,100. Another weighs 5.766 pounds. Capt. Olson of the Root says that no more work could be done this season. As to the work to be gone on with next year he could say nothing. The American Wrecking and Salvage Co. which recovered the copper, will refine it.

A SUMMARY OF BIG CARGOES.

The days when a cargo of from two to three thousand tons was considered phenomenal have passed away, and now, more especially this season, nothing less than five to six thousand tons is worth mentioning in the matter of carrying capacity, and these cargoes are being moved on what would be considered by coast and ocean vessels on a draft equal to ballast trim.

The larger cargoes have been mentioned from week to week in the Record during the season, yet compiled in a list they look somewhat more formidable. This the Detroit Journal has done, and the record seems to be an accurate one throughout. The lake levels being now on the decrease, it is not likely that any larger cargoes will be carried during the balance of the season, and the Journal's list is as follows:

The steamer Andrew Carnegie led the list by clearing from Cleveland April 15 with a coal cargo of 4,997 tons from that port to Sheboygan on a mean draft of fifteen feet two inches. She carried 250 tons of fuel in addition.

On April 20 the steamer Orr distinguished herself by breaking the package freight record. She took 3,740 tons from Chicago for Buffalo on a draft of fifteen feet ten inches.

A day or two later the Carnegie broke another record by taking from Duluth the biggest straight wheat cargo of Lake Superior. It was 182,000 bushels, with a weight of 5,460 net tons and carried on a mean draft of sixteen feet.

The steamer Crescent City tried to break a record next. On May 1 she left Duluth with 5,052 tons of grain, made up of 252,095 bushels of barley and oats. In weight she fell below the record, but it was recorded of her cargo that it had the Lake Superior record for the number of bushels of grain carried.

On May 6 the steamer L. C. Waldo made a diversion by announcing its flaxseed cargo of 169,346 bushels to the biggest grain cargo Toledo had ever seen.

The steamer James Watt, the same day, left Cleveland with 5,500 tons of coal for Duluth, breaking most effectively the coal carrying record of the Great Lakes.

The Queen City about this time spoiled the consolation record of the Crescent City in regard to number of bushels of grain carried. She took 180,145 bushels of wheat out of Duluth. It weighed 5,404 tons and made no change in the ton record.

On May 8 the steamer Waldo made another announcement about records. She had broken the Marquette ore record by her cargo of 4,500 tons.

Next day the schooner Carrington joined the procession with the biggest grain cargo ever loaded in Chicago River. It had 123,000 bushels of corn and 79,417 bushels of oats, and a total of 4,834 tons.

May 13 the Zenith City loaded a mixed grain cargo of 5,463 tons at Duluth. It was hailed as a record-breaker, but apparently without reason.

May 14 the Crescent City re-established her record of May 1 by taking 311,000 bushels of oats out of Duluth. It was the largest number of bushels that ever left the port.

About the same time the Detroit steamer Kirby and consort Hartnell commenced the fracture of the Milwaukee coal cargo record. They had reached that city with 7,776 tons.

The Carnegie, too, came to the front at this juncture by exceeding her own record of April 22 on straight wheat cargo. She took 182,159 bushels of wheat from Duluth to Buffalo, a slight increase of the earlier amount.

May 23 the ore-carrying record began to be shattered. The Queen City loaded 5,424 tons at Ashland, breaking the Lake Superior ore record.

A few days later the Zenith City broke the Toledo coal record by taking 5,000 tons on board at that port.

Steamer Crescent City, on May 26, took the lead. She loaded at Duluth 184,000 bushels of wheat, equal to 5,520 tons. This gave her the records for number of tons of grain carried, number of bushels grain carried, and biggest straight wheat cargo.

Steamer Carnegie, on May 27, took the grain record of tons carried away from the Crescent City. The Carnegie loaded at Duluth 171,000 bushels of oats, 51,000 bushels of wheat and 55,000 bushels of barley, with a total of 5,570 tons.

Barge Amazon came into the field at this time. On June 28 there was a crashing of old records. The new steamer had loaded at Chicago 217,000 bushels corn, with a weight of 6,076 net tons on a 16 1-2-foot draft. It was the heaviest grain cargo of the Great Lakes. After this exploit grain records took a rest.

Ore records had as yet been little moved during the season. The Amazon turned her attention that way on June 23, and loaded 5,917 net tons at Duluth, the biggest ever known.

The Ferdinand Schlesinger, in spite of this, succeeded, late in June, in carrying out of Escanaba the largest cargo of ore ever carried down the lakes in a wooden vessel. It was 3,037 tons, and it went to Erie.

About a month later the Cambria broke the record in her class with 2,970 tons out of Escanaba.

Then came the Polynesia. When she took on 6,134 net tons of ore at Duluth on July 18, it did away with the Amazon's record.

On August 2 the Amazon evened up matters by taking on 6,272 net tons of ore and taking the lead again.

Finally, on September 13, the Empire City loaded at Duluth 6,168 net tons of wheat, or 205,445 bushels.

To this long list should be added the hard coal record. The Lagonda appears to have had it about to herself, so far as Buafflo is concerned. On her first trip up this spring she took out 3,994 net tons, and in August she loaded 4,545 net tons. No other vessel has taken out 4,000 tons this season.

The hard coal record from Oswego through the Welland was divided during the early part of the season between Katahdin, with 2,148 tons, and the Aragon with 2,239. There is a report that during September this record has been beaten.

It should be added that Oswego is now the only port that vessels load coal up through the Welland.

WINDLASSES, CAPSTANS AND TOWING MACHINES.

We are just in receipt of a new catalogue issued by the American Ship Windlass Co., Providence, R. I.

In so far as trade literature is concerned, we seldom run across anything gotten up so elaborate, clear and concise as this work of 218 pages.

From a look through the new catalogue it is evident that those interested, who may have a copy of the book at hand, need have no denseness about the best style of ground tackle or towing machines for their vessels. Builders, owners, masters, naval architects and consulting engineers vouch for the reliability of the manufacture of the American Ship Windlass Co.'s products and the "Providenece" windlasses are now known the world over.

It is with a fair degree of pride that the manufacturers of these windlasses, capstans and towing machines point to their forty years of actual work and the success attending all of their output. In keeping fully abreast of the times with important improvements and inventions, both in the machines themselves and the plant used for their manufacture, the American Ship Windlass Co. not only confer a great benefit on the world maritime but hold and increase their business patronage to a very congratulatory extent.

Among the more recent inventions the automatic steam towing machine may perhaps be classed as the most important, and particularly so far the lake trade, where so much towing is being done. While it took some time to introduce these valuable aids on board of lake vessels they are now considered a sine qua non where a thorough equipment is desirable and their economy as well as reliability is fully established.

The new catalogue, as we have said, deals fully with all matters relative to ground tackle, windlasses, capstans winches, automatic steam towing machines and kindred subjects.

From a report issued by the Bureau of Statistics of the Treasury Department it is learned that the value of the exports of merchandise from the United States during August was $80,830,393 and the value of imports $30,876,640, showing an ercess of exports of $40,653,753. The value of the exports for the eight months ended August was $641,702,673 and that of the imports $546,473,460; excess of exports, $95,229,213. There was during the month an excess of the imports over the exports of gold coin and bullion, amounting to $2,390,587; while the exports of silver coin and bullion exceeded that of the imports by $3,821,525.

IRON ORE.

Among authorities in local ore circles, not given to speaking on mere hearsay, the entrance of the Carnegie-Oliver interest upon the Gogebic range is now treated as an accomplished fact, says the Iron Trade Review. What remains consummated, it would appear, will determine the extent of the Oliver Mining company's operations on that range; but so far as the Tilden property is concerned, it is believed that the deal is finished.

With a considerable tonnage of desirable Gogebic ore taken out of the market, as will be the case when the present deal is completed, the average buyer of ore will find his choice of Bessemers moderately low in phosphorous more restricted than in years. Bessemer hematites on the old ranges have been drawn upon heavily in the past half dozen years, and their scarcity may be accented in the seasons just ahead. It would seem, in this event, that prices must at least be on such a level as to permit the working of the schedule of 1897.

In the past week there has been a further demand for both bessemer and non-bessemer ores, and today the most desirable in both classes are taken up. Dock stocks, barring a large tonnage of Mesaba non-bessemer, have been considerably reduced since May, indications now pointing to a larger year's sales of Lake Superior ores than in any year of the business. Current sales of ore are promptly covered by vessel charters, and some negotiations for Marquette boats are now pending at 70 cents through October. The Duluth wild rate has been nominally 65 cents for several days, but nothing can be done below 70 cents, the beginning of the coal movement encouraging vesselmen to hold aloof.

Iron ore men who have lately begun to study the significance of the season's lake business find it hard to realize the amazing recent expansion of the country's iron and steel industry.

So prodgious has been the forward movement that thoughtful men in the business are wondering if it be really true in this case that figures do not lie. The plain appearances are that the end of the year will show 13,000,000 tons of ore marketed from the mines about Lake Superior and the docks of Lake Erie.

Not only will all past records, both in the amount of material sold, and the amount shipped down the lakes be broken with big margins, but it is being done in a year which in its earlier half made the iron men have very blue faces. A significant thing is that notwithstanding the low prices, lower than will recur at least for many years, there was very little speculative buying. Some furnaces took more than they though they would need for the year, but in more cases the buyers went to the other extreme and have waited in mistrust so long that the door is being closed, and they are finding themselves on the outside. Whether or not it may be said that some concerns will not be able to get all the ore they want, it is true that a number cannot now get the kind of ore they are after. When the ore pool arrangement for 1897 was made, this time including only mines on the "old ranges," the aggregate allotment was 5,000,000 tons, 1,000,000 of which covered that much of the unsold ore on the docks which was in the control of association members.

The following figures will show the great increase in the aggregate receipt of ore at the lake ports: In 1880 about one million tons were received; '81 about a million and a half; '82 nearly two millions; '83, '84 and '85 there was a slight decrease, the receipts running about a million and a half; '87 about three million seven hundred thousand; '88 an even four million tons was received; '89 six million three hundred thousand; '90 an even eight million tons. The next year the receipts show quite a falling off, the receipts being but six million tons. In '92 the receipts were eight million tons. Things were resuming their normal condition. Owing to the commercial depression during the panic of '93 the receipts took quite a falling off, the aggregate being only five million tons. In '94 the receipts were six million seven hundred and fifty thousand. In '95 the receipts were six million seven hundred and fifty thousand. In '95 the receipts took an immense increase, reaching nine million and a half. In '96 they dropped off just a little, being an even nine million tons. For the season of '97 now drawing to a close the receipts already equal ten million five hundred thousand tons, and, this with the ore that will be carried in the boats now chartered, will equal, it is estimated, the enormous quantity of thirteen million tons, proving conclusively that iron is king, and that we are now realizing the effects of the much spoken of prosperity.

MARITIME LAW

CARLETON et al. v. JENKS et al.

(Circuit Court of Appeals, Sixth Circuit. May 17, 1897.)

No. 451.

1. SALES—PERFORMANCE—ACCEPTANCE.

Where, after a new boiler is made and placed in a vessel under a contract, the owners of the vessel, after thorough inspection by the captain, engineer and manager, made at the request of the contractor, accept the machinery and take the vessel away, without any further requirement, they are precluded from afterwards raising any question of the non-performance of the contract in respect to the manner of fastening the boiler in place. Nor, after such inspection and acceptance, will the owners be considered as relying upon representations of the contractors in respect to the sufficiency of the fastenings, the same being fully opened to inspection, and presumedly as much within the knowledge of the captain and engineer as of the contractors themselves; and the rule of caveat emptor applies.

2. SAME—IMPLIED WARRANTIES.

The rule in respect to an implied warrant that work and materials furnished shall be suitable and adapted to the purpose for which they are intended has no application in respect to an alleged defect which is open, and as plainly observable to the purchaser as to the seller.

Appeal from the District Court of the United States for the Eastern District of Michigan.

This is the case of a libel in personam filed by the appellants in the court below for the purpose of recovering of the appellees damages alleged to have resulted to the steamer H. D. Coffinberry and her machinery in consequence of a breach of contract by the appellees, in failing to secure by sufficient fastenings in the steamer a new boiler which the appellees had built and put into the steamer in the spring of 1892. The appellants, desiring to put a new boiler into the vessel and make other changes in the machinery, applied to the appellees to make a bid or name a price for which they would furnish the boiler and make certain alterations in the machinery, by compounding the engine. After some verbal negotiations had taken place, the appellees mailed to the appellants the following letter;:

"Port Huron, Mich., Jan. 7, 1892.

"Messrs. Carleton, Bunce & Others, City:

"Gentlemen: We will furnish boiler and compound steamer Coffinberry as follows: Boiler to be 10 ft. dia., 16 ft. long; return-flue fire box marine boiler with water bottom; to be allowed 125 pounds steam. Engines to be compounded by putting in two cylinders, 17 inches dia., 36 inches stroke, connecting same to present cylinders, valve gear and throttle. Old boiler to be taken out of the boat and delivered on the dock by us; you to cut away the present woodwork around the boiler so that we can get it out without hoisting it higher than the rail; we put the new boiler down in its place, furnish new breaching to connect to old stack, four cast iron saddles for fire box to rest on, repipe the new boiler all up ready for use, furnish new steam reverse gear; all to be done for $7,200.00 (seven thousand two hundred dollars). If new grate bars are wanted, price to be $100.00 (one hundred dollars) extra. You to deliver boat at our dock in Black river, and do all carpenter or wood work. This price does not include any repairs on old work. Trusting you may decide to have us do this work for you, we remain,

"Yours truly,

"PHOENIX IRON WORKS,

"By O. L. Jenks.

"Dictated by O. L. Jenks."

This proposition was accepted by the appellants, and the appellees proceeded with the work, and constructed the boiler and machinery contemplated by the contract. They took out the old boiler, and had the new one placed in the steamer about the 20th of May, 1893, when they notified Mr. Carleton, the managing man for the appellants in this business, that the machinery was ready for their acceptance, and asked when he would come to where the steamer was lying to see about it, to which he replied that he had wired Symes, the captain of the boat, "to accept the machinery if it worked all right;" but, a day or two after, Carleton himself came from Cleveland to Port Huron, where the vessel was and there personally inspected the works, including the boiler fastenings. The vessel was inspected by the United States inspector of steam vessels, and found to conform to legal requirements. The chief engineer of the steamer was also present. According to Capt. Symes' testimony, the turn-buckles of the straps which held the boiler to its place were set up tight, and the fastenings in this respect gave some testimony in the court below which, as they was thought to be sufficient. The appellants contend, and claim, supported their contention, that at the time of this inspection the agents of the appellants called the attention of the appellees to what they thought an insufficiency of the fastenings of the boiler, in that the cradles upon which the bottom of the boiler rested were insufficient, and not attached with sufficient security to the timbers of the vessel, and that Mr. Jenks, for the appellees, replied that there was no defect in that respect, that the fastening was strong and sufficient and that they would warrant it to be so. The vessel went into business directly after, and worked through the season until about the 25th of August, when the vessel, being out on Lake Huron, encountered a heavy gale, in which she careened somewhat and the boiler slid along the timbers out of its place, crushing the connecting machinery, and so wrenching and injuring the timbers of the vessel as to spring a leak, the consequence of which was to compel those navigating the steamer to run her upon the beach to save her from sinking in deep water. Considerable loss was sustained by the libelants from the injury which happened to the machinery, as well as to the vessel itself, and the loss of earnings during the time the vessel was delayed in consequence of the disaster. No complaint was made by the appellants of any fault on the part of the appellees in respect to the manner in which the boiler was put in for several months afterwards. The appellants recovered the insurance which had been placed upon the vessel. The notes which had been given by the appellants for the work had been transferred, and were held by a bank at Port Huron, which was calling for payment; and on February 27, 1893, Mr. Carleton addressed the following letter to the cashier:

"Dear Sir: Replying to your favor of the 25th inst., would say that the notes given the Phoenix Iron Works were lien notes on the steamer Coffinberry, and signed by only part of the owners; and as the other owners refuse to pay any share of the debts, and said to let her go at marshals sale, we concluded to let her go; and I wrote the Phoenix people to that effect, and asked them to file a libel for the amount of their claim or the amount of the notes they hold against us, so as to make the owners stand their share. I have already paid eleven thousand dollars of the bills personally, and do not feel like paying any more. Trusting that this will prove satisfactory to the holders of the note, I am,

"Yours truy,

"E. M. CARLETON."

On February 24th, he had written to the appellees as follows:

"Gentlemen: I have been absent from the city a good deal of time lately; hence the delay in answering your last favor. I do not agree with you in your version of the contract, but, aside from that, the conditions are such that a part of the owners of the boat refuse to pay their share of the bill, and, as other creditors are pushing us, think you had better have your libel on the boat, and have her sold at marshals' sale. I can see no other way out of the matter and think the sooner it is done the better for all.

"Yours truly,

"E. M. CARLETON."

The first complaint of the alleged failure of the appellees to properly fasten the boiler was made about the 13th of February, 1893. The reason which the appellants gave for this delay in informing the appellees of the disaster which had happened, and of their claim to recover therefor on account of the insufficiency of the fastenings of the boiler, was that they had been engaged in collecting the insurance from the underwriters, and feared that the raising of a controversy in respect to the fastenings of the boiler would develop a question of the seaworthiness of the vessel, and embarrass them in recovering the insurance. The appellees, in reply to the complaint of the owners of the steamer, insisted that they had fully executed their contract, and that the work had been accepted by the owners of the vessel after they had been requested to make an inspection to satisfy themselves of the fulfillment of the contract, and after such inspection had been fully made. They therefore refused to acknowledge any liability for the damage which had occurred. The appellants thereupon brought their suit, claiming to recover, not only upon the construction contract above set forth, as embodying, according to their claim, an obligation on the part of the manufacturers of the boiler to secure it properly in place but also upon the ground that the respondents had given an express warranty that the fastenings were secure. The respondents (the present appellees) appeared and answered, setting up substantially the defense above stated, and denying the making of any warranty; and upon the issues joined the case went to trial before the district judge. Proofs were taken, and the court, being of opinion that the work stipulated for by the contract had been performed, and accepted by the appellants after an inspection of it, and, further, that the guaranty which the appellants relied upon in respect to the security of the boiler fastenings was not in fact made, entered a decree dismissing the libel, whereupon the libelants brought the case here on appeal.

The Secretary of Agriculture has conceived the idea that the lake steamers could be used during the winter months in transporting produce from Gulf ports to Great Britain to advantage and profit. He thinks that with a low shipping rate direct from the Gulf to the British islands a fine profit could be assured. The lake vessels, he believes, could be utilized during two or more months of the winter where their time is now wasted. Dr. Alvord, of the Department of Agriculture, has been dispatched by Secretary Wilson to Gulf of Mexico ports to discuss the project with would-be shippers. It is stated at the Department that assurances have been received from some well known lake carriers that they are ready to assist in the experiment, which will be conducted on a small scale at first. Previous experiments of sending whalebacks through the St. Lawrence canals have not been attended with success.

OBITUARY.

(The late Captain Piper.)

Capt. Abraham H. Piper, a man widely known in Michigan, passed away at his home at Detroit Sunday morning, after an illness of about four weeks. Fatty degeneration of the heart was the immediate cause of his death.

Capt. Piper was born in Westmoreland county, Pennsylvania, in 1823, and removed to Holmes county, Ohio, when 16 years old. There he worked on a farm until eighteen years of age, when he secured employment as a sailor on a small trading schooner sailing out of Sandusky, O. After two seasons spent on a sailing craft he was employed as a wheelman on one of the then palatial steamers that ran from Buffalo to Detroit in connection with the Michigan Central Railroad, and soon after became mate, and later master, sailing in command of the steamers Arctic, Caspian, Mayflower and others. At this time Capt. Eber B. Ward was rapidly extending his business interests and found in Capt. Piper the man he needed to examine the pineries of Lakes Huron, Michigan and Superior, and to report on the lands then about to be thrown upon the market both in connection with the "Soo" canal grant and the several lines of railroad and the State roads contemplated at the time, both of which latter Capt. Ward was promoting. During his trips of inspection through these lands Capt. Piper arranged the locations of county seats, the opening of State roads, and other important works. He spent twenty-one years in all in the employ of Capt. Ward as sailor, builder and land agent.

(Capt. Quartus Gilmore.)

Capt. Gillmore was born May 27, 1839, at Lorain. At the age of 20 years he was married to Miss Mary J. Fitzgerald, who survives him. He has nearly all his life been connected with marine interests and was well known and highly respected in marine circles as well as in and about Lorain. When young he sailed on the lakes and was master of several boats.

About fifteen years ago Capt. Gillmore and John Stang owned a dredge together and were in the dredging business for some time until the dredge was lost near Ashtabula. Since that time the late Capt. Gillmore was engaged in contract work on Government piers. He was in charge of work at the piers at Conneaut when he became sick and had to be taken home four weeks ago.

Besides his sorrowing wife he leaves a daughter, Mrs. Isabel Burgess, wife of T. B. Burgess, and three sons; B. A. Gillmore, of Cleveland; T. R. Gillmore, of Huron; and W. E. Gillmore, of Lorain. Three sisters and two brothers of Capt. Gillmore are alive as follows: Mrs. Elizabeth Leslie, of Michigan; Mrs. Roxana Spooner, of California; Mrs. Mary Swartwood, of Lorain; Ed. Gillmore and Cornelius Gillmore, of Cleveland. General V. A. Gillmore and Mrs. James Conolly.

EASTERN FREIGHT REPORT.

In reveiewing the situation of the Eastern freight market, Messrs. Funch, Edye & Co., of New York, state that so far as full cargoes of grain to Cork f. o. are concerned it has undergone some change to the advantage of owners, especially for handy-size vessels, and shippers are now willing to pay rates at which, during the early part of the week, vessels were offering rather freely; owners, however, have put up their prices to 4s. for 12,000 and 13,000 quarte vessels to Cork f. o. for October, and 3s. 9d. for November loading. Business on the berth, especially from New York, shows likewise noticeable improvement, but large vessels desirous for this business are unable to command rates above those recently secured. The inquiry for cotton tonnage, especially for early loading, have become very active, and rather better rates have been paid from the Atlantic seaboard; as usual, when cotton becomes pressing, this fact has helped materially to strengthen freights from all directions.

The market for sailing vessels still labors under the scarcity of tonnage which is being felt more and more, still we can not report any marked advance in rates. Should this condition, however, continue, we think a change in favor of owners will be unavoidable. Charters for the last week show again a number of fixtures for petroleum, both in barrels for Europe and in cases to the Far East, but no particular change in rates. The demand for this class of tonnage remains fair. There is also more inquiry from the lumber trade from Southern ports to South America at previous rates, but, owing to the light offerings, very little has been done. In other lines there is nothing new.

LOCAL INSPECTORS DECISION REVERSED.

With reference to the appeal of Capt. H. C. Thomas of the steeamer Mexico, against the decision of the local board of steam vessel inspection service of Seattle, Wash., Capt. John Bermingham, supervising inspector of the first district, has rendered a decision which entirely sets aside the findings of the local board. In Capt. Bermingham's decision he says the local board failed to take the testimony of Chief Engineer Plaskett of the Mexico, which was a very important factor of the case. The supervising inspector recalls the circumstances of the case, and also says the local board entertained the opinion that prompt action referring to confining the water in the forehold by shoving down hatches seems to have been reached without asking Capt. Thomas or other witnesses as to the feasibility of such a proceeding under the existing circumstances.

The report of Capt. Bermingham turns upon the local board. The findings are specially pointed in that direction. The following are extracts:

First—That Capt. Thomas did not, as charged by the court below, bring his ship too close into Cape Chacon and rocks when he retired, but left her in the best possible condition, all things considered, at the time mentioned; nor was she drifting too close to the cape and rocks until 3 a. m.

If such was the case how could she have reached West Devil's Rock, fourteen miles from the cape, in a run of nine miles directly after that hour in charge of United States Licensed Pilot Connell, who at that time Capt. Thomas had every reason to believe was placed on board his ship as pilot, as he surely was by reason of his holding the aforesaid license, therefore to be trusted to carry out the instructions given him by Capt. Thomas, who, under the circumstances, was justified in retiring? How miserably Connell carried out said instructions is shown by his loss of a fine ship.

Second—The local boards are empowered and should be competent to hear the testimony in any case that may come before them—sifting the evidence and deciding the case on its own merits; hence, they were in no way justified in calling in as they did, for the purpose of getting expert testimony, United States master pilot, David Wallace, or United States licensed master pilot Benjamin Craig, both of the Topeka, and known to be competent navigators in Alaskan waters; but neither knew anything of the case at bar other than from hearsay. If their evidence could be considered by the local board it was an error to permit them to be present, as they were, during the taking of the testimony of Captain Thomas, and at the same time enter into discussions with the local board and the captain, who would have been justified in requesting that their evidence should have been stricken out as irrelevant and immaterial, or else to have demanded a new trial. However, the "Jack Bunsby" answers of those two witnesses to the hypothetical questions of the local board may not have influenced the latter in reaching the phenomenal decision they have in the cases of Captains Thomas and Connell.

Third—I agree with the local board in its opinion that the ship struck on West Devils Rock, but as she was unquestionably in Canadian waters until she was lost before 3 a. m., when she was started on her course (northeast 7-8 east) she continued in Canadian waters; therefore the local board had no authority to revoke or suspend Captain Thomas' or Connell's pilot licenses, as it did for their alleged actions in those waters at that or any other time. Captain Thomas as United States licensed master was answerable to the officers of the steam vessel inspection service for any violation on his part of the steamboat laws while in command of an American steam vessel in any waters. Section 4401, United States Revised Statutes, provides in specific terms that steam vessels sailing under register shall not be required to carry pilots licensed by the inspectors of steamboats. Vide department decision No. 665, page 303 of the manual, fourth paragraph.

Fourth—The Mexico was sailing under register, and her master or owners therefore were not obligated under the law to employ a United States licensed pilot in Alaskan waters in his official capacity. It matters not if there be no pilots licensed by the territorial officials; hence, I hold that neither Captain Thomas nor Connell could legally be employed as United States licensed pilots on that vessel, nor were they as such under the circumstances subject to the laws, rules and regulations governing the steam vessel inspection service, even though the Mexico had been wrecked in Alaskan waters; but as the local board entertained a different opinion they proceeded in a singular manner to punish Captains Thomas and Connell by giving the latter far the lighter punishment. As he and not Captain Thomas, was unquestionably solely responsible for the loss of the Mexico; hence his, and not Captain Thomas' licenese should have been revoked by the local board had it the authority.

Fifth—As the findings of the lower court as to the responsibility for the loss of the Mexico are entirely erroneous, therefore, for reasons above given, I must decree that said findings be set aside, and it is so ordered.

Supervising Inspector First District.
JOHN BERMINGHAM,

GIVEN UP THE EXPEDITION.

The project for taking 300 miners to the Klondike from Chicago, on the schooner George Sturges, has collapsed with a loss to those who were in the scheme.

Capt. Adolf Freitchie, who paid $1,000 down for the boat, and was to pay $1,00 more by October 1, has voluntarily surrendered the schooner to Ed. E. Ayer, from whom he purchased her.

Mr. Ayer allowed Capt. Freitchie $10 per day from the time she was turned over to him until the option expires. This will net Capt. Freitchie about $120 of his $1,000.

Capt. Freitchie originally planned to take the Sturges from Chicago down the St. Lawrence river to the Atlantic, and then by doubling Cape Horn to reach St Michael's about April 1. He agreed to give the passage and board for this extended trip for $200.

Prospectors fought shy of the scheme from the start. Capt. Freitchie claimed that he secured 10 passengers, who were to pay the $200 apiece, but he gave up hope of securing the remaining 290 before the sailing day.

ANNULLED THEIR DECISION.

In the recent inquiry before the local steamboat inspectors at Milwaukee, relative to the slight collision between the steamers Virginia and Christopher Columbus in Milwaukee harbor, the licenses of both masters were dealt with and a thirty-day suspension was considered adequate punishment for the infringement of the sailing rules. Since the decision of the local inspectors went into effect an appeal was taken before the supervising inspector of the district, with the following result:

Steam Vessels Inspection Service,
Office of Supervising Inspector, Eighth District,
Detroit, Mich., Sept. 24, 1897.
U. S. Local Inspectors of Steam Vessels,
Milwaukee, Wis.

Gentlemen: In the matter of the appeal taken by Capt Robert Smith, I am of the opinion, after a careful review of the case, that your action in suspending his license was irregular, for the reason that he was not on trial, but was the complainant in the case against Capt. Stines, and under the rules, as officer's license can not be revoked or suspended without charges being duly preferred, a copy of which must be furnished the officer charged.

In the matter of your finding in the case of Capt. Stines, it is my opinion that, as you were investigating charges preferred against him for violation of Sec. 4233 and Rules and 26, and you state in your finding that, owing to the conflicting testimony, you are not warranted in arriving at a conclusion as to his guilt, your action in suspending his license is not justified.

It is, therefore, ordered that the suspending of the licenses of Capt. Smith and Capt. Stines be declared null and void.

Yours respectfully,
(Signed) JOHN H. GALWEY,
Supervising Inspector.

FOR THE NAVAL RESERVE.

Commander Wilkes of the Michigan naval militia called at the Navy Department on Monday by appointment to talk to Acting Secretary Roosevelt respecting the transfer of the gunboat Yantic to the Michigan naval militia. The officer has made a most thorough investigation of the conditions at the various locks in the Dominion canals that must be traversed by the gunboat on her way to Detroit, and has satisfied the Navy Department of the practicability of taking the ship through safely. He was prepared with a bond by responsible parties for the safe delivery of the Yantic at Detroit. Upon these representations Mr. Roosevelt gave the necessary orders to have the Yantic delivered at Montreal to the representatives of Michigan. The boat is now at Boston being prepared for the voyage, and work upon her will be hastened in order that she may make it before the close of navigation on the lakes early in November. The government will pay the cost of delivering the Yantic at Montreal, and the state of Michigan will have to pay for the transfer through the canals and lakes from that point to Detroit. Experts have reported that all that will be necessary is to remove part of the ship's hull and some of the false work around the bow, which can be readily replaced afterwards if considered desirable.

VESSEL INSPECTION SERVICE.

The annual report of General Dumont, Supervising Inspector-General of Steam Vessels, shows that approximately 650,000,000 passengers were carried on steam vessels during the year and that the number of accidents resulting in loss of life was 26. The number of lives lost by accidents from various causes was 183, a decrease as compared with 1896 of 38. Of the number of lives lost 46 were passengers and 137 belonged to crews of vessels. The number of certificates of inspection issued to domestic vessels during the year was 8,022, and to foreign passenger steam vessels 305.

Of the foreign vessels inspected 174 were British, 53 German, 18 French, 114 Norwegian, 13 Dutch, 9 Belgian, 6 Spanish, 5 Nicaraguan 5 Japanese, 4 Danish, 3 Portuguese, 1 Hawaiian. Total number of new life preservers examined during the year, 54,907; number rejected, 160. The number of applications for masters' or pilots' licenses which were rejected because of color blindness was 55. The report also shows that from January 1, 1871, to June 30, 1897, a pereiod of 26½ years, under the law of 1871, the average annual loss of life has been 239, and the average number of steamers inspected 5,673, a loss of life of only one person to each 1,882,845 passengers carried, as compared with the loss of one life to each 56,006 passengers carried in 1851.

During the year 3,742 iron and steel marine boiler plates were tested at the various mills by inspectors of the service, and of this number 367 plates were rejected for various defects.

During the past year 2,249 vessels with a net tonnage of 801,702 tons were inspected on the great lakes, as against 2,227 vessels with a tonnage of 739,120 in 1896. During the past year 9,624 offiocers were licensed, as against 9,046 in 1896. Last year there were nine casualities, involving loss of life, five of which were due to a collision. The casualties were 33 in number as follows: Fire, 1: collisions, 10; explosions, 7; wrecks, 7; drowning, 5; miscellaneous, 3. The loss of life on vessels in all inspection districts was very materially reduced, the ratio for the year being one death in 1,800,000 passengers, as against 1 in 50,000 passengers when the inspection service was organized. During the past year 169 domestic and 2 foreign vessels with a gross tonnage of 56,357 tons were inspected at Detroit, as against 163 domestic and 5 foreign vessels with a total tonnage of 55,458 in 1896. At Grand Haven 206 domestic vessels with a tonnage of 20,268 were inspected in 1897, as against 201 domestic vessels and 5 tonnage of 20,591 in 1896. At Port Huron 202 domestic and 5 foreign vessels with a gross tonnage of 59,000 were inspected in 1897, as agains 201 domestic vessels and 5 foreign vessels with a gross tonnage of 54,491 in 1896. At Marquette 106 domestic vessels and 1 foreign vessel with a gross tonnage of 8,421 were inspected in 1897, as against 115 domestic and 1 foreign vessel with a gross tonnage of 3,983 in 1896. Masters of steam vessels were licensed during 1897 and 1896 as follows: Detroit, 1897, 287; 1896, 256. Port Huron, 1897, 338; 1896, 302. Grand Haven, 1897, 211; 1896, 227. Marquette, 1897, 167; 1896; 151. Engineers, including joint pilots and engineers, were licensed as follows: Detroit, 1897, 456; 1896, 431. Port Huron, 1897, 589; 1896, 557. Grand Haven, 1897, 360; 1896, 356. Marquette, 1897, 198; 1896, 195.

Vessels registered for foreign trade number 1,230 of 805,584 tons.

Of 72,000 shipments of seamen on American merchant vessels before United States shipping commissioners for the last fiscal year, 22,500 were of Americans, 18,000 Scandinavians, 13,000 British, 8,000 Germans, and the balance of other nationalities. Shipments at New York numbered 23,000, San Francisco, 12,500; Boston, 7700; Philadelphia, 7,000; New Orleans, 4,700.

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CLEVELAND, O., SEPTEMBER 30, 1897.

Lieut. Perry has brought the York meteorite from Cape York, Greenland, and it will be deposited in the New York museum of natural history. This metorite was discovered by Sir John Ross in 1818 and has been utilized by the Esquimo for their supply of iron. It is the largest known meteorite in the world.

Notwithstanding the ruling of Attorney General McKenna, Senator Elkins gives notice that the fight is not over, and it "will be carried on in earnest in order that "the American merchant marine may be made what it once was, through the levying of discriminating duties. But the contest will now have to be made in the open, for the experience with "section 22" will cause a keener inspection of every measure in which legislation of the kind may possibly be "slipped in."

,Grain receivers and shippers believe that the movement of wheat will continue at its present volume until Oct. 15 at last. The volume of the movement is gauged only by the caacity of the two principal railroads. An enormous amount of wheat has been bought to arrive during the first half of October, and enough has been engaged to arrive during the rest of the current month to maintain receipts at the volume of the past week. Less complaints has been heard during the past few days of the inability of the roads to handle the wheat as rapidly as it was loaded in cars, and it seems likely that traffic has got lown to a steady basis. "

The Deep Waterways Commission appointed to inquire into the feasibility of the construction of a ship canal connecting the great lakes with the seaboard has decided upon a route and made an estimate of the cost of the canal over that route. The commission would begin the canal at North Tonawanda, N. Y., and run it thence across the northwestern corner of New York to Lake Ontario. Beginning again at Oswego, it would run to the Mohawk River. which it would follow to the Hudson. This is the route which has frequently been advocated. It is believed that a canal could be operated in such a way as to furnish a highway for most of the cargo vessels of the lakes, as the Adirondack watershed could be depended upon to furnish the water required to float them. The commission estimates the cost of the canal at about eighty-two millions of dollars, which is somewhat below previous estimates.

The report of the commission, if submitted to congress this winter, is likely to lead to a discussion of the subject that may be fruitful of practical results.

SECTION TWENTY-TWO ANNULLED.

The opinion of Attorney General McKenna on the much-discussed section 22 of the new tariff law has supplied the basis for a continued dispute, which can only find an intelligent settlement in congressional action or a forced appeal to the supreme court of the United States. It is certainly desirable that a test case be made in order to secure a ruling of greater force than can attach to an opinion by a cabinet officer, acting in an advisory rather than a judicial capacity.

Under the attorney general's construction, goods coming directly into the United States from foreign countries through Canadian ports, and foreign goods shipped from countries other than British possessions in British vessels, are not subject to the discriminating duty of 10 per cent provded for in the section. The effect of his ruling, which is evidently contrary to the general expectation, will be to limit the application of this duty to goods which are first imported into Canada or Mexico, and thence into the United States, instead of embracing as well goods passing through either contiguous country under consular seal and consigned to points in the United States, and to imports such as those from South America carried in British bottoms. As the volume of importations liable under the opinion is but a fraction of 1 per cent of our total imports, the nullification of the section in question is practically complete.

Those who have read the opinion, and who are not skilled lawyers, will probably find themselves baffled in the attempt to follow the attorney general through the maze of legal technicalities and references by means of which he fortifies himself. To a large majority of men, to whom the language of the section has seemed absolutely clear heretofore, the result will probably appear as a law to confuse by elucidation. We are not prepared, however, to challenge the accuracy of Judge McKenna's conclusions. That is a task for which, perhaps, the supreme court alone is competent, in view of his eminent reputation.

It is enough to know that he finds that the new law did not make any material change in the existing law as to these points—law which had figured in all tariff enactments for many years. He concludes that congress, when it passed the Dingley bill, did not mean to repeal those sections of the revised statutes which provide exemptions from discrimination on goods from countries with which we had reciprocal arrangements as to the assessment of tonnage duties; inasmuch as it passed, on the same day, a bill amendatory of those sections and entitled, "An act to authorize the president to suspend discriminating duties imposed on foreign vessels and commerce." Both acts stand and the discrimination is confined thereby to retaliation.

The first trip of the present largest steamer in the world, the Kaiser Wilhelm der Grosse, of the North German Lloyds Line, has made the best time between the English Channel and New York, for the westward passage. The gain of 26 minutes looks small, but in view of the fact that the machinery was all new it is pretty certain that the newest and biggest of the Western Ocean ships is the fastest one ever built. It will be singular if the German steamship does not hold all the records along her routes before winter weather begins on the Atlantic. Next the White Star Line's great ship Oceanic, a still larger vessel, will be ready for business in the spring, and more cutting of the records between the United States and Europe may be looked for. The bigger the steamships become the faster they go, and the end will not be reached for many years. It may be possible that passenger steamships built solely for express service may cross the Atlantic in four days, for the end is not yet known.

At Duluth the total receipts for grain for last week were 3,497,088 busnels. The week before they were 2,930,000 bushels. In the same week a year ago the receipts were 1,395,148 bushels. August of 1896 was the largest August in the history of the market, with the exception of the same month in 1891. In October of 1896 the market received the largest amount of wheat that ever came in in one month—10,695,000 bushels. Last week and the week before the receipts were equal to more than two-tnirds the enormous total for the largest month. There is reason to believe that the current month will beat the record. Shipments last week were exceptionally large, though they do not make such a comparatively large showing as the receipts. The total for the week was over 3,000,000 bushels, as compared with 1,500,000 busnels the week before and 2,307,123 bushels in the same week a year ago. The shipments have reached the estimate made a week ago, and the receipts have exceeded it.

We learn that M. T. Davidson of Brooklyn N. Y., manufacturer of the Davidson steam pump and improved hydraulic machinery, has recently purchased all the patents of Geo. W. Baird, Chief Engineer U. S. N., for evaporating and distilling apparatus and is now the sole owner and manufacturer of the same. Mr. Baird's inventions have been known for years as the standard of excellence in our naval, light house, coast survey and merchant marine steam vessels and yachts. While retaining all the features that have made the Baird apparatus superior to that of other manufacture, Mr. Davidson has added some improvements of his own and will now guarantee it to be the simplest, most efficient and most easily cleaned, while occupying the minimum space and weighing no more than any other apparatus employed for a similar purpose.

The deep waterways commission appointed by President McKinley to report on a canal route connecting the upper lakes with the seaboard, have practically selected a route, according to a statement made by Chief Engineer Harrison, of the commission, starting from North Tonawanda and extending to Lake Ontario, the outlet to be near Wilson; beginning again at Oswego, thence to Lake Oneida, and from thence to the Mohawk river, which is a direct connection via the Hudson, to a certain extent the proposed waterway follows the lines suggested by the Hon. Elnathan Sweet. The cost of the construction will be according to estimates, $82,098,601. The Suez canal cost $100,000,000.

THE DEEP WATERWAY COMMISSION.

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In selecting this route the commission reflects great credit on the present state engineer and surveyor, Campbell Adams, and his predecessors in that office, the Hon. Elnathan Sweet and John Bogart each of whom has followed the other's work in formulating a route until one was decided upon as being favorable and is known in their parlance as the "Oswego Route," which is almost identical, if not absolutely the same, as the one selected by the waterways commission. It is proposed to convert the Mohawk River into a series of level pools by means of dams and to make the bottom width of the canal 100 feet, the depth 20 feet and the size of the locks 450 feet by 60 feet. The depth of 25 feet has been adopted by the United States engineers as a standard in the improvement of lake channels, which is a very good reason for considering it as the desired depth in the enlarged waterway. Although there are advocates for all depths between 10 feet and 20 feet, it is, however, apparent that, for exhibiting the features of the route, a depth of 20 feet is as good as any other.

The channel of the river can be used as far as Ilion, but beyond that place the cross section of the stream is so small it has been disregarded and the estimate has been made for the excavation of the entire canal section from Ilion to Oneida Lake. A dam and guard lock giving a maximum lift of 10 feet are located just east of the mouth of West Canada creek, near Herkimer.

After crossing the lake, the route passes down the Oneida River a short distance. Then it leaves the river, cuts off a large bend, then crosses the river and crosses through a large but narrow ridge of ground. At the river crossing a dam is planned to raise the lake level about 13 feet. On the western side of the ridge just mentioned is located a maximum lift of 20 feet and a minimum lift of 10 feet. At this lock the descent to Lake Ontario begins.

The canal enters the Oswego River just below the

Phoenix dam, near the mouth of a small creek known as Brandy brook. The channel of the Oswego River forms the remainder of the route to Oswego.

The total cost of construction of the canal will foot up according to the deductions and estimates from this examination of the route, at $82,098,601. This amount is divided as follows: For excavating 85,519,000 cubic yards of earth at 25 cents a yard, $21,629,750; for excavating 3,875,000 cubic yards of rock at $1 a yard, $3,875000; for 18 dams, average cost $376,278, $6,775,000; for 518 feet lift of locks, $20,720,000; for 65 bridges of all kinds, $1,750,000; protection of slopes, $5,188,757; land damages $3,218,263; engineering and contingencies, 30 per cent., $18,945,831.

While the cost of this canal seems enormous, it may be considered reasonably economical when it is remembered that the Suez Canal cost $100,000,000, and today the profits of that canal have been so enormous that its stock is worth $400,000,000.

LAKE FREIGHTS.

While the iron ore rate remains practically the same 55, 60 and 65 cents, respectively, from Escanaba, Marquette and Duluth, there is a strong feeling that as the season advances these rates must be improved.

Coal rates are strengthening and Milwaukee charters are reported at 25, 30 and 35 cents and just as soon as coal begins to come forward from the mines rates will surely be maintained.

Grain rates from Chicago to Buffalo hold steady at 1 3-4 cents on corn, although the chartering has got somewhat light again. Fort William to Buffalo is quoted at 2 1-4 cents on wheat.

There is found more or less delay in carrying, or rather discharging ore cargoes, as there is a shortage of railroad cars. The vessel that lands ore on the docks is lucky just at this time.

THE OLD YANTIC.

The U. S. S. Yantic will soon be the property of the state of Michigan, as a loan from the government. There can be no further doubt about the matter. Senator Burrows went to the navy department, and in a very positive manner asserted that if the Yantic did not go to Detroit he would try and learn why, and that there could be no justice in sending her to Chicago, anyway. He was assured that the boat would not go to Chicago, and would be sent to Michigan as soon as arrangements could be made.

Lieut. Com. Wilkes presented a written proposition from F. W. Wheeler, offering to do all the work and take the Yantic through the locks and canals for $1,500 if furnished with a crew and sustenance for them. He said the false work forward would need to be partially removed and a small part of the Yantic's forefoot cut away to get the Yantic through the St. Lawrence, but he would put her back in as good a condition as he found her, and would agree to have her tied up at the City of the Straits inside of 40 days.

The reputation of Mr. Wheeler and his known ability to do anything that he attempts in this way settled the matter of practicability, and Assistant Secretary of the Navy Roosevelt told Lieut. Com. Wilkes that there would be no further delay. The secretary called Lieut. Gibbons, who has charge of the naval reserves, and instructed him to use all speed in having the boat put in readiness to make the voyage to Montreal.

This settled the matter, and Lieut. Com. Wilkes left for Boston to inspect the boat and take an inventory of about what changes will be needed to make her good for winter use when she arrives at Detroit. It is now proposed to house the deck over and use the boat all winter for an armory.

This is the plan of the government, for a mistaken impression prevails as to what is to become of the ship. The Yantic will be in the hands of the United States government until she reaches Montreal. Then she will be turned over to some representative of the governor of Michigan, probably Lieut. Com. Wilkes, who will receipt for her in the name of the state of Michigan. It is not a gift at that, but a loan and the state binds itself to give the boat back, in good condition, when demanded. While the ship is sent for the use of the naval reserves, they have no standing in the premises, as the navy department cannot recognize anything but the state.

When the government gives her over at Montreal the regular crew will leave the ship and a new one will be shipped by Mr. Wheeler, and the necessary work done to start her up the lakes. With this move the general government has nothing to do, nor does it pay for the work. It is now thought that the Yantic ought to be able to clear from Boston in a few days and be delivered over early next month, at Montreal. In any event Mr. Wheeler says that he can land the ship at Detroit by November 10.

NEW CAR FERRIES.

A contract has been signed at Sandusky, O., by the Baltimore & Ohio Railway and the Detroit & Michigan Car Ferry Company for the operation of a system of ferries between Sandusky, Windsor and Detroit. It is the intention to operate them the entire year, as they will be powerful enough to run through ice during the winter. It is believed that the new car ferry line is now assured. There are many details of the plan not yet available, owing to the fact that the projector of the line, E. H. Morton, has not returned from Sandusky. The scheme, as understood in Detroit, involves the building of three new car ferry barges of a large capacity, to be towed by tugs. Each barge will have a capacity of at least twenty-eight loaded cars and be constructed so as to fit the Grand Trunk ferry slips at Detroit and Windsor, Ont.

NOTICE TO MARINERS.

United States of America—Northern Lakes and Rivers—Michigan.

Treasury Department,
Office of the Lighthouse Board,
Washington, D. C., September 27, 1897.

PASSAGE ISLAND LIGHT STATION.

Notice is hereby given that, on or about September 24, 1897, the characteristic of the light at this station, on the southwesterly point of Passage Island, northerly part of Lake Superior, was changed from fixed red to flashing white every 10 seconds.

The order of the light was not changed.

STARVE ISLAND REEF GAS BUOY.

Notice is hereby given that, on September 18, 1897, a gas buoy, painted red, numbered 4, and showing a fixed white light, was established, in 14 feet of water, near the southwesterly extremity of Starve Island Reef westerly part of Lake Erie. The buoy replaces the former Starve Island Reef Buoy, No. 4. a red second-class nun.

Bearings and distances of prominent objects from the buoy, as taken from Chart No. 72 (Lake Erie Coast Chart No. 6), of the United States Survey of the Northern and Northwestern Lakes, are, approximately:

Left tangent to Mouse Island, SSW. 5-8 W., 1 5-8 miles.

South Bass Island Light House, NW. 9-16 W., 1 3-4 miles.

Starve Island, NNW., 1 mile.

Bearings are true; miles are statute miles.

By order of the Lighthouse Board,

W. S. SCHLEY,
Captain, U. S. Navy, Chairman.

A WESTERN OCEAN WONDER.

On her maiden trip the new ocean leviathan, Kaiser Wilhelm der Grosee, of the North German Lloyd line, has broken the westward steamship record from Southampton.

One hour and forty-six minutes is the time taken from the mark set by the St. Louis of the American line, which has heretofore held the record. The fastest time of the St. Paul on a westward trip has been six days and thirty-one minutes. The Kaiser Wilhelm der Grosse, on her first trip across the ocean has accomplished the same journey in five days, 22 hours and 45 minutes.

Once before, in the history of the Atlantic speed records a vessel set a mark on her maiden trip, but she had the bad luck of never equaling it again. The admirers of the German built liner hope she will not quit as the old America did after her first and only signal effort at fast going.

With the exception of the new White Star steamer Oceanic, which is still on the stocks, the Kaiser Wilhelm der Grosse is the largest ocean greyhound that has been built since the time of the Great Eastern. The Kaiser Wilhelm der Grosse is 649 feet in length; beam, 66 feet; depth 43 feet; tonnage 14,000; displalement 20,000 tons. These figures exceeded those of all vessels of other nations, and the Kaiser Wilhelm der Grosse can therefore justly claim to be the largest vessel of the world. She is propelled by twin screws of 22 feet 3 3-4 inches diameter, each weighing 26 tons, and turned by nickel steel shafts, a novelty made at the Krupp works in Essen. The ship has two pole masts only, but four funnels, another innovation for a merchantman. Her promenade deck for first saloon passengers, of which class she will be able to carry 350, is 400 feet long.

AN EXPERIENCE.

J. S. Gadsen, the Chicago agent of the Aetna Insurance company, has been down in the diving bell that has been operating on the sunken steamer Pewabic at Thunder Bay. As the Aetna paid $61,000 on the loss, Mr. Gadsden must have felt something as a capitalist does when a big venture slips away from him.

"When we went down," says Mr. Gadsden, "the bell was lowered from the wrecking barge over the sunken steamer by a derrick to near the water level, and three of us entered from the top, air was pumped in, and the cover put on and sealed. Then we descended. For twenty feet or so from the surface of the water there was a slight leak at the edges of the cover, but as we got down deeper the overhead pressure was so great that it was sealed tight, and not a drop came through.We were in telephonic communication with the surface all the time, and the bell was lighted by electricity.

"We were lowered first on one side of the steamer, which we inspected. It was a hazy day, and rather dark; still at that depth we could see the heads of the bolts that held the gunwale of the steamer in place at a distance of six or seven feet. Then we were lifted and moved over to the other side of the vessel. Through the glass in the bottom and sides we could see below us and on every side through the water. Several fine specimens of lake trout went swimming by, some of them almost touching the glass. The bell has four legs on the outside worked by cogs and cranks from the inside, for balancing it on the bottom, where there is a sloping surface. There is also a little propeller for moving it round to any desired position, also worked from the inside.

"An ingenious feature is two steel rods, working in ball-bearing joints or journals, which pass through the bottom of the bell, and at their ends are grappling hooks for handling the wreckage. A piece of rock was lowered frim the surface, and it was pushed into a position where it would hold the cable to which it was attached. Then a piece of dynamite was lowered and was placed in position in the same way. An electric wire was attached to it, and we told them to lift us up. When the dynamite was exploded, the surface of the lake was greatly agitated, and large numbers of lake trout were killed by the shock, and soon were seen floating on the water. The men on the barge were so eager in gathering in the trout with nets that they neglected to lower us to see the big bubbles made at the bottom.

"When I was there about thirty tons of the copper had been recovered, but there were 200 tons on the steamer when she was sunk, and it is doubtful if any more of it can be recovered. It is believed that, as the vessel was struck in the bow and went down head foremost, the copper went through her, and is now under the hull. No copper can be found in the hold, and this is the theory we have for its absence there."

NOTES.

As an instance of vast proportions which the petroleum export trade has assumed during recent years, it is stated that the ship May Flint, which recently sailed from Philadelphia for Hiogo, has on board 113,000 cases of refined petroleum, valued at $108,480; 3,000 cases mineral oil valued at $2,700; and 500 barrels of paraffine scale, valued at $6,600, or a total valuation of $117,780.

The Ashtabula Beacon remarks that a steward on one of the steaemers that trades at this port recently had, besides 14 members of the crew, seven passengers to wait on, and to show their appreciation upon reaching this port the passengers made up a purse among themselves and the steward was surprised when he was presented with 50 cents, the offering of the seven passengers. He left the boat at this port, undoubtedly to spened the amount.

While the steaner K. M. Forbes was leaving Cottrell's coal dock with the schooner McLachlan in tow, on Tuesday, the tow line parted and the steamer ran into a raft belonging to Lond & Sons, of Au Sable, Mich., which was laid up on the Canadian side of the river for the wintere. The boat ran on the bank, but can easily be taken off. No damage was done the raft.

It is now estimated that at least 13,000,000 tons of iron ore will be marketed this season, and next spring is likely to find all the docks clear. That would be unprecedented. Last year the stocks in the spring amounted to 3,000,000 tons. Ninety-five per cent of the allotment of the ore association has already been sold and prices show a buoyancy under the heavy sales. It is believed the ore pool which existed prior to last spring will be reorganized next spring.

H. C. BURRELL,

Marine Reporter.

We can Supply Men and Officers to Passing Vessels

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Our boats are white. We'll treat you white and deal with you

ON THE SQUARE.

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DETROIT, MICH.

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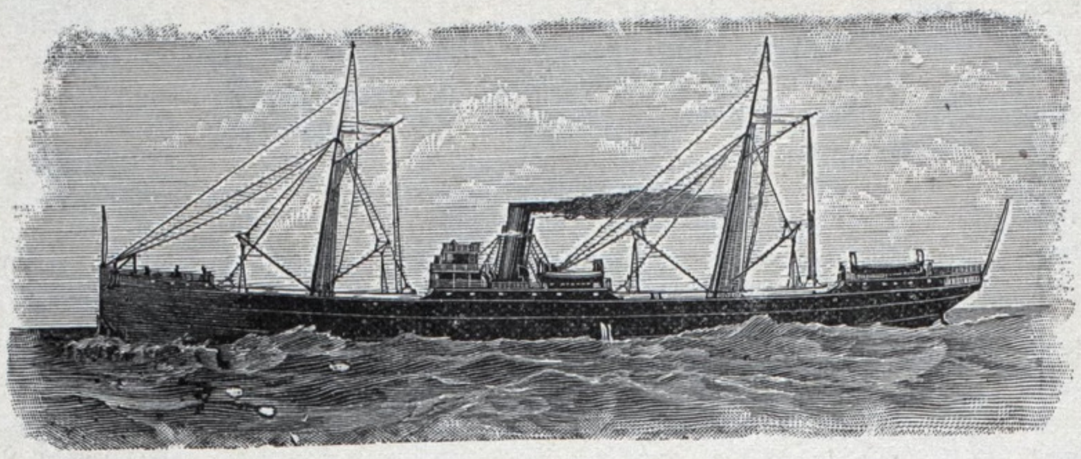

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MARINE ENGINES.

DETROIT, MICH.

For Sale.

SECOND HAND MACHINERY.

One Upright Yacht Boiler 28″ diameter, shell 4 feet high, with 32 2½″ flues, 110 lbs. steam.

One Yacht Engine 5″x6″ complete with shaft and propeller wheel, stern bearings, etc., to go with above yacht boiler.

One Deck Hoist, double 6″x6″ complete. In good condition, only used about 6 months.

One Boiler with Engine fastened to side, used on pile driver. Locomotive boiler 2′-8″ diameter, shell 7 ft. long. Engine 7″x12″ with fly wheel, drums and gears complete. In good condition.

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PHILOSOPHY OF A TUGBOAT HAND.

From the Chicago Record.

"Yes, sir, home is where the heart is; which is words that I have read
In a book wrote by a party that I understand is dead;
'Home, Sweet Home's' a tune I whistle often of these summer nights,
When the smell rolls up the river follerin' the steamer lights.

"In the heart of ev'ry human is a feelin', kinder soft,
Fer the bidin' place he's uset to, even if it's just a loft,
An' a-settin' on the towpost when we're docked here, all alone,
I feel sorry fer the man that has no place to call his own.

"With my pipe lit an' a-puffin', with the bridge lamps shinin' red,
An' the black smoke hangin' heavy in the air just overhead,
An' the garbage in the river bobbin' up an' down, you see
There's a heap o' satisfaction to a homebody like me.

"Other men may have their millions an' their houses, big an' grand,
But I ain't got any envy fer them people of the land;
Twenty years I've bunked down forrard in the old Rebecca Nye—
She has been my home an' will be, if I'm lucky, till I die.

"Home—yes, home is where the heart is, an' the old Rebecca's mine;
I blowed up with her in '80, sunk with her in '89;
Ev'ry plank an' rope an' rivet, ev'ry bolt head is a friend
True an' firm an' tried an' trusted, on the which I can depend.

"Twenty years I've slept down forrard in the same familiar bunk
With exception of occasions when it happened I was drunk—
With exception of occasions of a sorry kind when I
Let the wicked city tempt me from the old Rebecca Nye.

"This is home—the greasy water an' the sulphur an' the smoke,
An' the smell that comes a-floatin' up the river till you choke,
An' the tootin' o' the whistle, an' the crashin', splashing sound
As the whizzin' old propeller swings some passin' boat around.

"This is home—the steward callin' like a voice out of the tomb,
Tellin' us to come to supper down there aft the engine room.
This is home—with us a-groanin' up the river, pullin' slow,
An' as we go chasin' outside nosin' 'round to find a tow.

"Let them kings who live in castles be as proudish as they please;
Let them wade around in carpets that reach up to their knees,
That an' such like things may be their idy of a home, but I
Druther have my bunk down forrard in the old Rebecca Nye."

NAVAL DRY DOCKS.

The special board appointed by the Navy Department to consider the needs of the navy in the matter of new dry docks, finds that five new docks are urgently necessary, while one (the Port Royal, S. C., dock) should be enlarged immediately. The total cost of these docks with the Port Royal improvement is estimated at $5,775,000.

Four of the docks, the board says, should be of concrete, namely at Boston, 200 feet long, cost $1,300,000; at New York, 500 feet long, cost $1,200,000; at Norfolk, 500 feet long, cost $1,100,000; (lengthening stone dock, $250,000 ; at Mare Island, 500 feet long, cost $1,100,000. Each of these concrete docks is to be completed in two years.

At Algiers, near New Orleans (North Galveston or Pensacola as alternatives), it is proposed to place a steel floating dock and wharf. This would cost $750,000 and could be completed in ten months. In addition to these the board recommends docks at the following named points: New London, fresh water basin and docking, connecting with river, $1,000,000 in two years' time. Newport News, steel floating dock and moorings (alternate to Norfolk, concrete dock), $650,000 in ten months. Tortugas, steel floating dock and moorings, $650,000 in ten months. San Francisco, concrete dock on Yerba Buena Island, 700 feet long, $1,500,000 in two years. San Pedro concrete dock 700 feet long, $1,500,000 in two years. This makes total cost of the estimated supplementary work $5,300,000.

He shows that the documented merchant marine of the United States on June 30 last numbered 22,633 vessels, of 4,769,020 gross tons, an increase of 65,400 tons over vessels. The tonnage of the Atlantic June 30, 1896, and the Gulf coast is 2,647,796, a decrease of 20,000. The tonnage of the Great Lakes is 1,410,103 tons, an increase of 86,000 tons. Pacific coast tonnage was virtually stationary. American sailing tonnage has exceeded steam tonnage for the last time in our history. The steam tonnage on June 30 amounted to 6,599 vessels, of 2,358,558 gross tons, an increase of 31,000 tons over the previous year. Nearly all this increase is on the Great Lakes, where steam vessels number 1,775, of 977,235 tons.

New York state has the largest merchant marine, 4,857 vessels of 1,331,743 gross tons, an increase of 27,000 tons. The state exempts from taxation its tonnage in foreign trade. Michigan ranks second, with 1,132 vessels of 477,602 tons. Ohio's vessels are the largest and most modern, 558 of 390,052 tons. Maine's fleet numbers 1,871 vessels of 299,392 tons. Steel and iron vessels number 1,023 of 1,207,222 tons, an increase of 117,000 tons. During the year 68 iron or steel vessels, of 124,395 tons, were built and documented.

Patrick J. McCauley was appointed first assistant keeper of the Seul Choix Pointe light station on Saturday, at $450 per annum, vice Eugene B. Kimball, transferred. James Dooley, assistant keeper of the Big Sable light station, has been dropped. The compensation of the keeper of the Menominee light station has been increased from $600 to $660 per annum, datitng from Sept. 1. This was done to put him on the same footing as the keeper at Ludington and Sheboygan, Wis.

BOOKS RECEIVED, ETC.

"Trigonometry" is the latest volume in Charles Griffin & Co.'s nautical series, published by the J. B. Lippincott Co., Philadelphia. Price, $2. The book is, as its title implies a manual of trigonometry for sailors, so that the junior officers in the Mercantile Marine may educate themselves without the aid of a tutor other than the manual. The author, Richard C. Buck, of the Thames Nautical Training College, has succeeded in placing a most complete text book before the rising generation of navigators, and although thousands have been able to conduct their business, even without such information as it contained in the work, yet it has now become necessary for such as desire to advance in the theory of navigation to be conversant with every line contained in this valuable book, nor could the problems be more clearly worked out than they are in the promiscuous examples given towards the end of the book. The work is certain to run through several editions, and it should be in the hands of all who desire to work navigation problems in the most efficient manner.

The U. S. Department of Agricultutre Weather Bureau has just issued a meteorological chart of the Lakes, showing the normal data for October, paths of storms, etc. On the reverse side is a report of wrecks and casualities occasioned by storms, fogs, etc., from the opening of navigation to Septemeber 15th of the present year, also a vast deal of Weather Bureau information such as a list of the wind-signal display stations, with the names of the official in charge, etc.

The Root, which has been at Alpena all summer, working on the wreck of the Pewabic, has returned to Milwaukee. She has recovered about fifty tons of the copper, but has seen nothing of the safes. The Smith diving bell has worked well and there have been no accidents. The Pewabic has been partially blown up with dynamite, and it is the intention to return next year and recover the balance of the cargo, and if possible, the safes.

VISIBLE SUPPLY OF GRAIN

As compiled for The Marine Record, by George F. Stone, Secretary Chicago Board of Trade.

Cities Where Stored.	Wheat. Bushels.	Corn. Bushels.	Oats. Bushels.	Rye. Bushels.	Barley. Bushels.
Albany	.....	100,000	75,000	.....	.....
Baltimore	961,000	1,211,000	263,000	49,000	.....
Boston	83,000	892,000	46,000	.....	.....
Buffalo	1,379,000	1,332,000	649,000	50,000	473,000
" afloat	.....	.....	.....	.....	.....
Chicago	3,180,000	18,269,000	3,060,000	775,000	145,000
" afloat	.....	.....	.....	.....	.....
Cincinnati	8,000	5,000	50,000	4,000	12,000
Detroit	277,000	20,000	25,000	57,000	13,000
" afloat	.....	.....	.....	.....	.....
Duluth and Superior	2,040,000	267,000	138,000	567,000	365,000
" afloat	.....	.....	.....	.....	.....
Indianapolis	189,000	75,000	60,000	1,000	.....
Kansas City	2,085,000	221,000	113,000	45,000	.....
Milwaukee	102,000	330,000	36,000	70,000	78,000
" afloat	.....	.....	.....	.....	.....
Minneapolis	1,829,000	180,000	940,000	44,000	7,000
Montreal	41,000	35,000	220,000	27,000	23,000
New York	1,388,000	6,400,000	2,016,000	205,000	44,000
" afloat	50,000	95,000	43,000	.....	16,000
Oswego	.....	182,000	2,000	.....	13,000
Peoria	.....	17,000	30,000	.....	.....
Philadelphia	982,000	891,000	81,000	.....	.....
St. Louis	1,756,000	741,000	474,000	250,000	.....
" afloat	37,000	.....	.....	.....	.....
Toledo	313,000	496,000	807,000	89,000	.....
" afloat	.....	.....	.....	.....	.....
Toronto	30,000	.....	3,000	.....	2,000
On Canal	224,000	834,000	10,000	182,000	220,000
On Lakes	3,391,000	2,965,000	1,701,000	122,000	233,000
On Mississippi	52,000	39,000	8,000	.....	.....
Grand Total	19,543,000	35,597,000	10,850,000	2,537,000	1,644,000
Corresponding Date, 1896	48,715,000	13,218,000	8,951,000	1,967,000	1,510,000

JACK'S CRAMMER.

Some men in a public house were inventing stories to pass the time away. They had all had a turn at it except an old sailor, who had remained silent all the time, until pressed by the others to spin them a yarn. He began:

"I was once in a dreadful storm. All the provisions were washed overboard. I was very ill, and ate nothing for four days; at the end of that time I began to feel hungry, and the steward gave me beef, chicken, port wine and eggs."

"But you said all the provisions were washed overboard. Where did the beef come from?"

"From the bullocks" (bulwarks)), said the old sailor.

"And where did you get the chickens from?"

"From the hatch."

"And the port wine?"

"From the porthole."

"And the eggs?"

"Eggs?" said the sailor. 'I didn't say eggs, did I?"

"Oh, yes you did," said the men. "We've caught you now!"

The old sailor thought he was caught, and had to consider. At last he said:

"Oh, yes; I did have eggs. The captain ordered the ship to lay to, and he gave me one."

A large number of vessels have grounded at various points this week. The J. J. Hill, at the head of the St. Lawrence River, Andrew Carnegie, Point Pelee Island, Biwabik Middle Ground, Port Huron. The Rosedale and M. M. Drake was on at Four Mile Point soft bottom, and got off easily. The Inter Ocean at Dutch Point near Cape Vincent and about a dozen other minor cases, besides several collisions.

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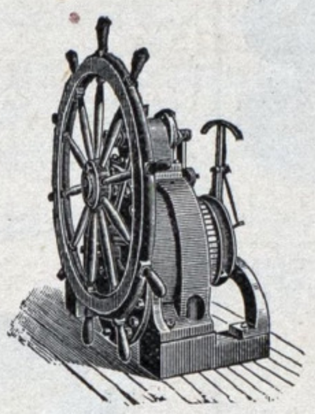

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T. HOUARD WRIGHT, Marine Secretary.

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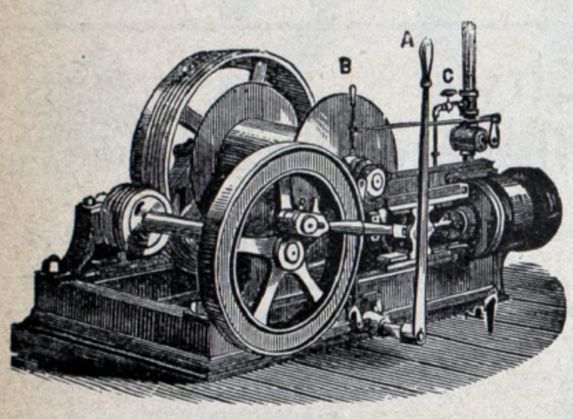

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Steamer Pine Lake, Charlevoix, 16 and 30x24.
Passenger Steamer Pilgrim, St. Clair, 14 and 28x20
Steam Barge Iona, Grand Haven, 24 and 46x42.
Steam Barge M. T. Greene, Chicago, 20 and 36x36
Steamer H. W. Williams, South Haven, 18 and 36x30
Steam Barge Mark B. Covell, Manistee, 18 and 30x26
Steam Barge Isabella J. Boyce, Michigan City, 19 and 32x26.
Steam Barge Luella H. Worthington, Cedar River, 19 and 36x30.
Passenger Steamer City of Kalamazoo, South Haven, 20 and 40x30.
Steamer Oval Agitator, Chicago, 14 and 28x20.
Tug E. G. Crosby, Muskegon, 16 and 30x24.
Tug Peter Coates, Sault Ste. Marie, 10 and 20x16.
Steamer Lorain L, South Haven, 12 and 21x16.
Passenger Steamer Lotus, Escanaba, 16 and 30x24
Steam Barge Sachem, Grand Haven, 21 and 38x36
Passenger Steamer Bon Ami, Saugatuck, 14 and 28x20.
Steam Barge Charles A. Street, Chicago, 20 and 36x36.
Steam Barge Edward Buckley, Manistee, 18 and 36x30.
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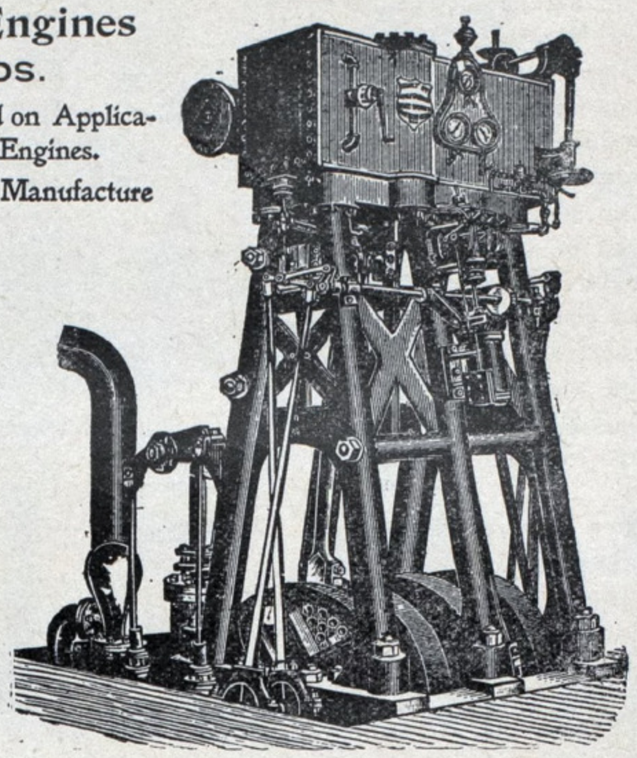
Passenger and Freight Steamer Bon Voyage, Saugatuck, 16 and 30x26.
Passenger and Freight Steamer Mabel Bradshaw, Muskegon, 26 and 28x26.



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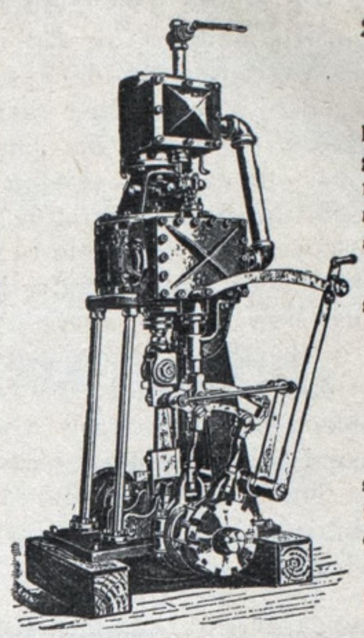

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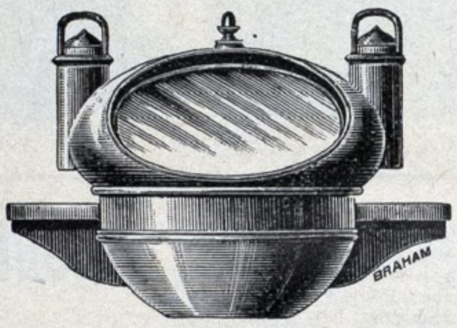

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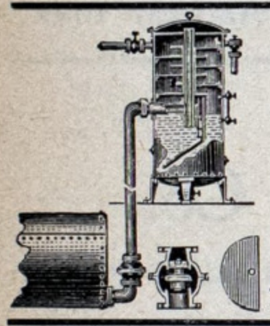

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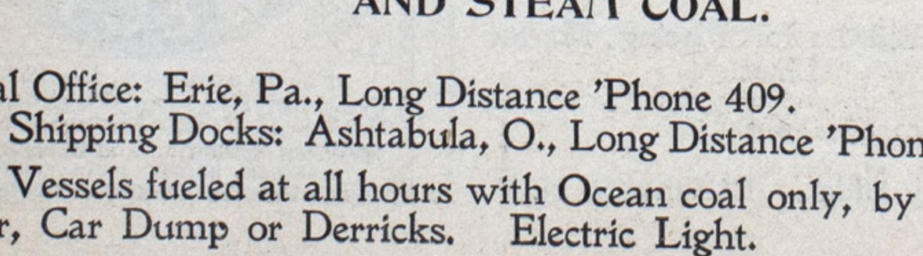

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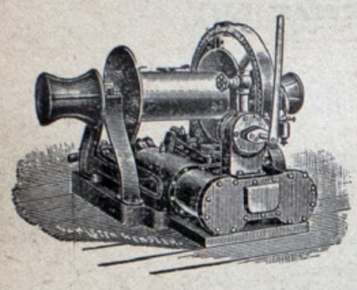

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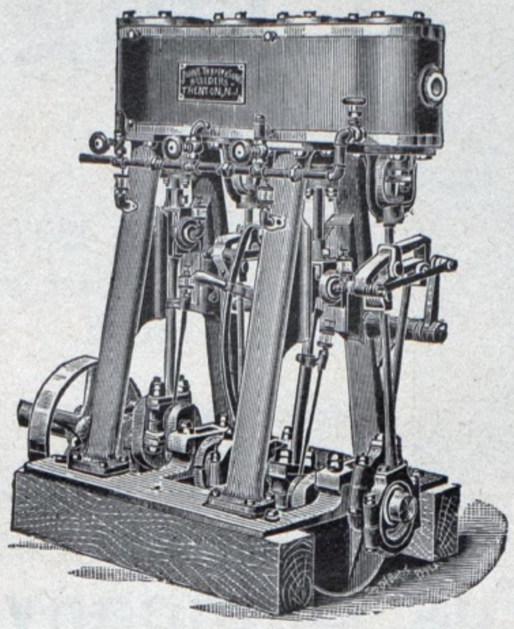

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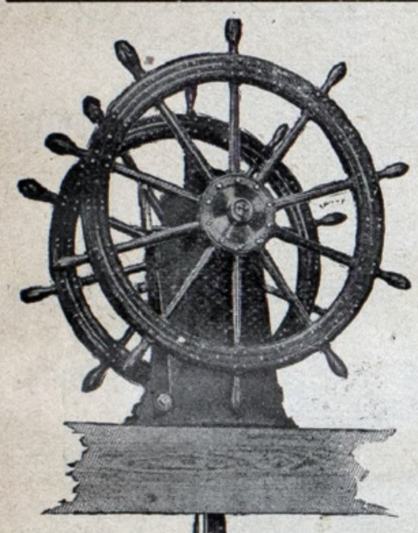

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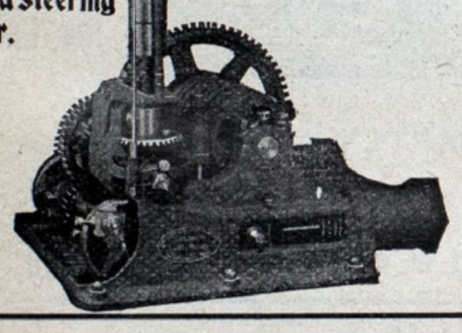

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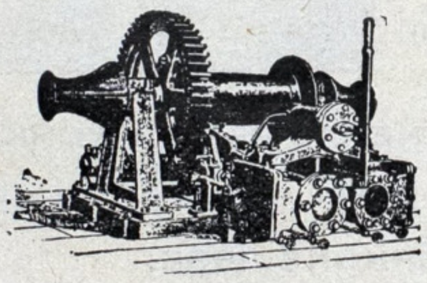

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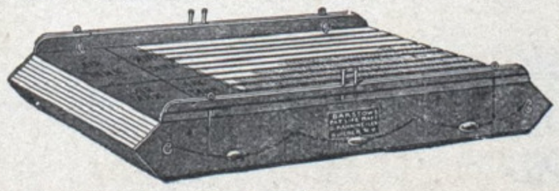

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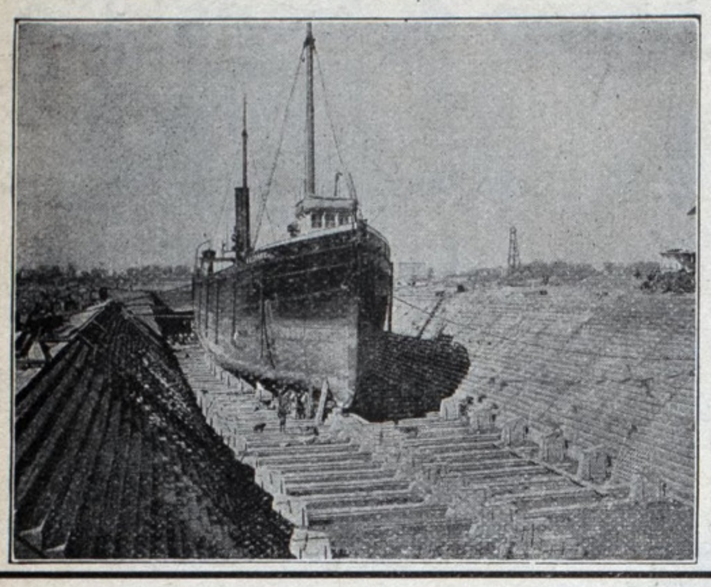

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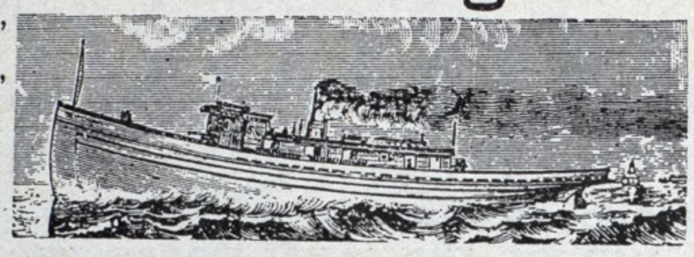

Steamers when outside wanting our Tugs, blow one long whistle and as many short ones as they want tugs.

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Automatic Steam Steering Gear.

Simple, Powerful Machine. Noiseless and Sure. Send for Circular.

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Of all Classes built on shortest possible notice at our yards at

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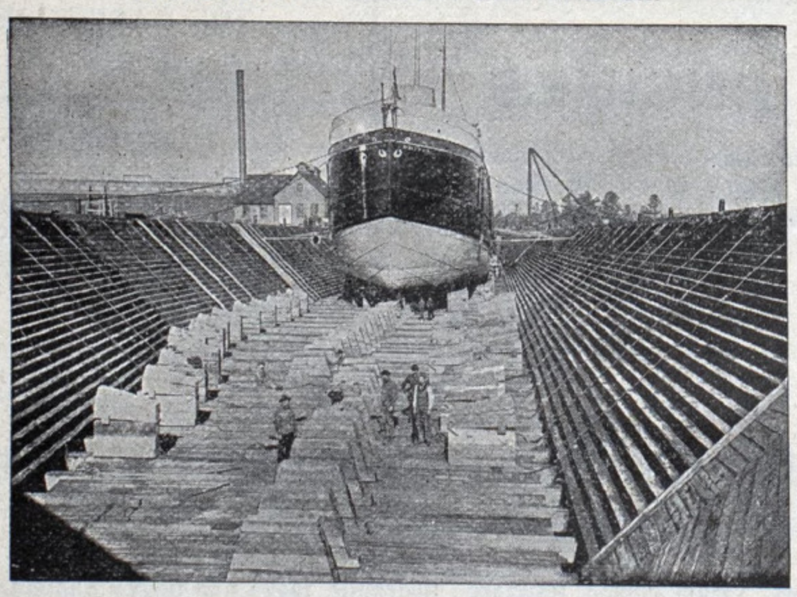
Plates and Material always on hand to repair all kinds of Metal Ships in Shortest Time.



Best Quality of Oak in Stock for Repairing Wooden Vessels of all Classes.

SIZE OF DOCK

Length, Extreme	537 feet.	Entrance, Top	55 feet 9 in.
Breadth, Top	90 " 4 in.	Entrance, Bottom	50 "
Breadth, Bottom	52 "	Depth over Sills	18 "

LARGEST DRY-DOCK ON THE LAKES.

Prices for Repairs and Docking same as at Lower Lake Ports.

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A Number of Propeller Wheels in Stock at Dry-Dock.

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Dimensions of Dock, 236 feet long, 55 feet wide at top and 37 feet wide at gate. Nine feet water over sill. RATES OF DOCKING, Ten Cents per registered gross ton for vessels over 200 tons. Jig Mill and Planer in connection with Dock.

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NO BLISTERING, CRACKING OR SCALING.

Made especially for Stacks, Decks, Sides, Hulls, and Water Compartments. Strictly Anti-Rust, and most durable and economical.

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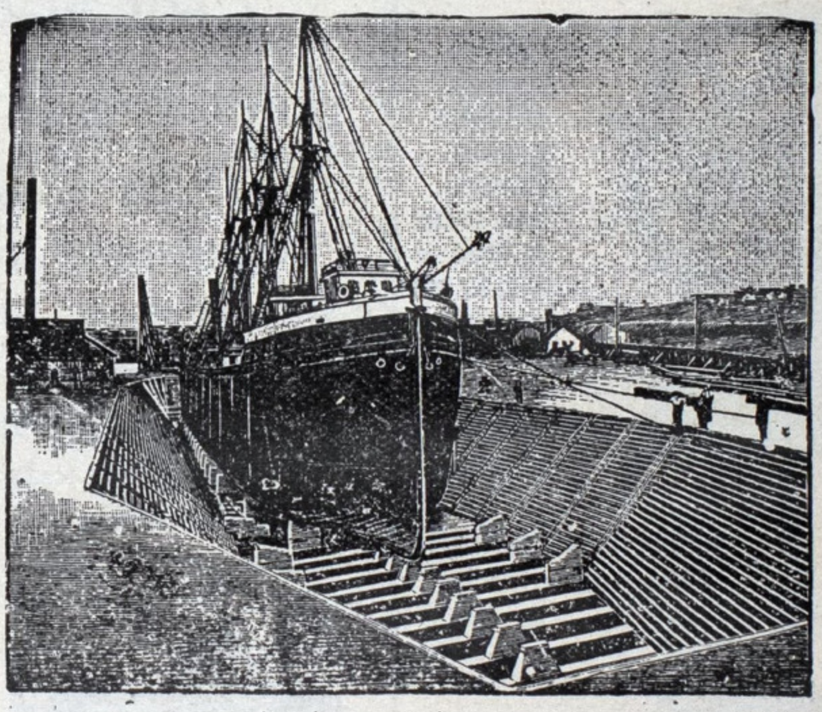

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